

FINAL

**ENVIRONMENTAL
IMPACT REPORT
FOR
TORRANCE GENERAL
PLAN UPDATE**

SCH NO. 2008111046

SCREENCHECK



prepared for:

CITY OF TORRANCE

Contact:
Ted Semaan
General Plan and
Redevelopment
Manager

prepared by:

**THE PLANNING
CENTER**

Contact:
William Halligan, Esq.
Vice President,
Environmental Services

SEPTEMBER 2009

SCH #2008111046
DRAFT EIR CIRCULATED: July 23, 2009 to September 8, 2009
FINAL EIR CERTIFIED:

FINAL

CITY OF TORRANCE

GENERAL PLAN

UPDATE

ENVIRONMENTAL

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*City of Torrance
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TOR-02.0E

SEPTEMBER 2009

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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DEIR for the City of Torrance General Plan during the public review period, which began July 23, 2009, and closed September 08, 2009. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated DEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FEIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this FEIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the DEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 through A-3 for letters received from agencies and organizations, and R-1 through R-4 for letters received from residents). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

Section 3. Revisions to the Draft EIR. This section contains revisions to the DEIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. The City of Torrance staff has reviewed this material and determined that none of this material constitutes the



1. Introduction

type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. ...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

2. Response to Comments

2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Torrance) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and prepare written responses.

This section provides all written responses received on the DEIR and the City's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the DEIR during the public review period.

<i>Number Reference</i>	<i>Commenting Person/Agency</i>	<i>Date of Comment</i>	<i>Page No.</i>
Agencies & Organizations			
A1	California Department of Transportation – Caltrans District 7	September 3, 2009	2-5
A2	County Sanitation District of Los Angeles County	July 29, 2009	2-9
A3	Southern California Association of Governments	September 8, 2009	2-13
Residents			
R1	Leilani Kimmel-Dagostino	August 9, 2009	2-25
R2	Thomas Rische	Unknown	2-29
R3	Jose Santome	August 3, 2009	2-33
R4	Dave Sargent	August 4, 2009	2-39



2. Response to Comments

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2. Response to Comments

LETTER A1 – Caltrans (3 pages)

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY		ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF TRANSPORTATION DISTRICT 7, REGIONAL PLANNING IGR/CEQA BRANCH 100 MAIN STREET LOS ANGELES, CA 90012-3606 PHONE (213) 897-6696 FAX (213) 897-1337		 <i>Flex your power! Be energy efficient!</i>
		September 3, 2009
Ted Semaan - Plan and Redevelopment Manager Torrance Community Development Department 3031 Torrance Boulevard, Torrance, CA 90503		City of Torrance General Plan update Draft Environmental Impact Report LOS / 110 / 3.26-9.87 405 / 12.97-18.23 SCH No. 2008111046 IGR No. 090738/EK
Dear Ted Semaan:		
We have received the Draft Environmental Impact Report (DEIR) for the City of Torrance General Plan update project. City area includes sections of two State Route surface roads, Pacific Coast Highway (SR-1) and Hawthorne Boulevard (SR-107), until such time as they may be relinquished to the City. Along the eastern City boundary is a section of State Route surface road Western Avenue (SR-213). The City is served for regional access by the State Route Harbor (I-110) and San Diego (I-405) freeways. Access is provided via an extensive freeway ramp system connecting the major arterial roads of Torrance to the freeways. For the California State Department of Transportation (Department), we have the following comments.		
As you are aware, there is a critical relationship between land use and transportation. The quality of the State transportation system operation can affect the quality of the local circulation system operation. We therefore hope for good coordination of planning efforts between local agencies and the Department District 7.		A1-1
In the report (p. 3-5), we noticed expected numerical increases in the City of Torrance Plan of dwelling units by 3,060, population by 7,820 and employment by 13,521, by year 2030.		
In connection with these increases, we appreciate the attention given to mitigation for some effects of new trips on surface streets within the city limits. We have concerns about consideration of impacts beyond those boundaries, however, such as on surface streets and especially on freeway interchanges intersections.		A1-2
Whatever influences the City might have over mitigation outside its borders, full accounting of effects would include documentation of distribution of new trips (origin and destination), to the extent that they significantly affect roads beyond city boundaries. Effects of significant traffic volume increases should be clearly indicated, as far as they geographically extend, according to stated assumptions on local sub-regional development. The Traffic Impact Analysis Report had all the new trip generation distributed only on 100 intersections within the city limits, not including any related to freeways facilities.		A1-3
<i>"Caltrans improves mobility across California"</i>		



2. Response to Comments

Ted Semaán
September 3, 2009
Page 2 of 2 pages

In our letter on the Notice of Preparation (dated December 4, 2008) we noted that capacities of local facilities and traffic controls to absorb freeway off-ramp traffic is important to prevent the safety hazard of backup of off-bound traffic onto freeway travel lanes. Improving off-take capacity might be an integral part of mitigation. In that respect we believe that intersections at or near the following freeway on- and off-ramps should be studied as appropriate, or at least mentioned in the Traffic Impact Analysis report, as they affect operation of the ramps:

- > for I-110, all between and including Artesia Boulevard / SR-91 and SR-1 (P.C.H)
 - > for I-405, all between and including Western Ave. (/190th St.) and Redondo Beach Blvd.
- Analysis should comply with HCM 2000 Methodology and LOS threshold.

A1-4

We have particular concern about where PM Peak backup onto freeway through-traffic lanes currently occurs -- southbound I-110 at SR-1 and northbound SR-405 at Crenshaw Boulevard (/ 182nd St.). Impacts at these places might potentially be rather significant. Although other sources would contribute, increased demand from Torrance could increase traffic impacts at these places. Even if they are unavoidable, we would appreciate mention of such impacts. Any suggestions for what might be done to prevent lengthening of time and distance of the backups on travel lanes would be appreciated, even if Torrance would not have direct control.

A1-5

For off-ramp back-ups, could some mitigation alternatives be considered? We note here some generic alternatives, although they are only suggestions and not our recommendation, and you might discover some others that would be more effective or practical. They are: changes in traffic signal timing or type, increase of street lanes near the intersections, widening or other kinds of re-configuration of ramps. Even if physical location of mitigation were outside of Torrance city limits, we would appreciate suggestions or recommendations. Of course any mitigations should be coordinated with the Department.

Please note that we would welcome being involved in developing traffic mitigation agreements and arranging for monitoring, for projects. On all aspects of analysis for traffic on state facilities and potential mitigation, we offer to participate.

A1-6

If you have any questions regarding our comments in this letter, please refer to our internal Record Number 090738/EK. Please do not hesitate to contact our review coordinator Edwin Kampmann at (213) 897-1346 or to contact me at (213) 897-6696. Our E-mail addresses are edwin_kampman@dot.ca.gov and elmer_alvarez@dot.ca.gov.

Sincerely,



Elmer Alvarez
IGR/CEQA Program Manager

cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

2. Response to Comments

A1. Response to Comments from Caltrans, dated September 3, 2009.

A1-1 Comment noted. As specific development proposals are brought forth in the City, and as designs are developed for improvements along Pacific Coast Highway (SR-1), Hawthorne Boulevard (SR-107), and the San Diego Freeway (Interstate 405), the City will, under its normal development review process, coordinate with Caltrans District 7.

A1-2 The General Plan analysis has been performed using typical evaluation methods appropriate for a general plan level of analysis. Traffic impact analyses required for individual development projects in the City would be required to identify the project study area where potential traffic impacts associated with the new development could occur. Traffic impacts identified by individual development projects in the City of Torrance would be required to implement or contribute to improvements in the adjacent cities impacted by the project. Future projects that contribute to impacts in adjacent cities would be required to assess their fair share traffic impacts. Likewise, development projects within adjacent cities will be required to implement or contribute to improvements in the City of Torrance.

Furthermore, to address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, Proposition 111 enacted the Congestion Management Program (CMP). The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the MTA, the local CMP agency, to implement the statutory requirements of the CMP. The countywide approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's LOS standards. Monitoring the CMP network is one of the responsibilities of local jurisdictions. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The CMP for the County of Los Angeles requires that all freeway segments where a project is expected to add 150 or more trips in any direction during the peak hours be analyzed. An analysis is also required at all CMP intersections where a project would likely add 50 or more trips during the peak hours. Therefore, impacts and mitigation for regional transportation systems will be addressed as individual development projects occur in the future.

A1-3 See Response A1-2.

A1-4 The General Plan analysis has been performed using typical evaluation methods appropriate for a general plan level of analysis. As specific development proposals are brought forth, the City will require analysis of state transportation facilities using the Highway Capacity Method (HCM) as part of its existing development review process.

A1-5 See Response A1-4.



2. Response to Comments

- A1-6 This requirement relates to specific development projects rather than the proposed General Plan Update. However, your comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Anaheim decision-makers for their review and consideration.
- A1-7 Comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Anaheim decision-makers for their review and consideration.

2. Response to Comments

LETTER A2 – County Sanitation District of Los Angeles County (1 page)



1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

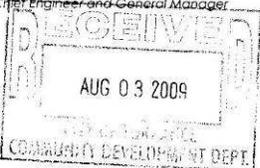
LED

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

STEPHEN R. MAGUIN
Chief Engineer and General Manager

July 29, 2009

File No: 05-00.04-00
30-00.04-00



Mr. Jeffery W. Gibson, Director
Community Development Department
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

Dear Mr. Gibson:

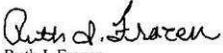
Torrance General Plan Update

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Availability of a Draft Environmental Impact Report for the subject project on July 24, 2009. The City of Torrance is located within the jurisdictional boundaries of Districts Nos. 5 and 30. We offer the following comments regarding sewerage service:

1. <i>Page 5.16-11, Wastewater Generation, last paragraph:</i> The Joint Water Pollution Control Plant has a design capacity of 400 million gallons per day (mgd) and currently processes an average flow of 288.2 mgd.	A2-1
2. All other information concerning Districts' facilities and sewerage service contained in the document is current.	A2-2

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,
Stephen R. Maguin



Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department



2. Response to Comments

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2. Response to Comments

A2. Response to Comments County Sanitation District of Los Angeles County, dated July 29, 2009.

A2-1 Per the commenter's request, Section 5.16, Utilities and Service Systems, p.5.16-11, last paragraph, second and third sentence, will be modified to read:

Wastewater generated in the City is transported to the JWPCP in Carson, which has current wastewater flows of about ~~320~~ 288.2 MGD (~~322,825~~), a maximum design flow of ~~385~~ 400 mgd (~~431,255~~ 448,056 afy), and a maximum design peak flow of 540 mgd (604,878 afy). The design capacity of the JWPCP is thus about ~~65~~ 111.8 mgd greater than the facility's current wastewater flows.

A2-2 The County Sanitation District comments that all other information concerning the District's facilities and sewerage service contained in the DEIR is current and correct. No response is necessary.

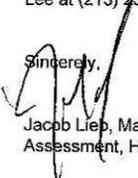


2. Response to Comments

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2. Response to Comments

LETTER A3 – Southern California Association of Governments (9 pages)

 <p>SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS</p> <p>Main Office 818 West Seventh Street 12th Floor Los Angeles, California 90017-3435 t (213) 236-1800 f (213) 236-1825 www.scag.ca.gov</p> <p>Officers President Jon Edney, El Centro First Vice President Larry McCallon, Highland Second Vice President Pam O'Connor, Santa Monica Immediate Past President Richard Dixon, Lake Forest</p> <p>Executive/Administration Committee Chair Jon Edney, El Centro</p> <p>Policy Committee Chairs Community, Economic and Human Development Carl Morehouse, Ventura Energy & Environment Keith Hanks, Azusa Transportation Mike Ten, South Pasadena</p>	<p>September 8, 2009</p> <p>Mr. Jeffery Gibson Community Development Director City of Torrance 3031 Torrance Blvd. Torrance, California 90503 jgibson@torrnet.com</p> <p>RE: SCAG Comments on the Environmental Impact Report for the City of Torrance General Plan Update [SCAG No. I20090473]</p> <p>Dear Mr. Gibson,</p> <p>Thank you for submitting the Environmental Impact Report for the City of Torrance General Plan Update [SCAG No. I20090473] to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.</p> <p>SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The General Plan Update involves a revision to the land use map and a revision to six elements: Land Use, Circulation and Infrastructure, Community Resources, Safety, Noise, and Housing.</p> <p>We have evaluated this project based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision (CGV) that may be applicable to your project. The RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/igr. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. Please provide a copy of the Final Environmental Impact Report (FEIR) for our review. If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1800. Thank you.</p> <p>Sincerely,  Jacob Lieb, Manager Assessment, Housing & EIR</p>
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A3-1

DOCS# 152955

The Regional Council is comprised of 83 elected officials representing 189 cities, six counties, five County Transportation Commissions, Imperial Valley Association of Governments and a Tribal Government representative within Southern California.

6.16.09

2. Response to Comments

September 8, 2009
Mr. Gibson

SCAG No. I20090473

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF TORRANCE GENERAL PLAN UPDATE [SCAG NO. I20090473]

PROJECT LOCATION

The City of Torrance is in southwestern Los Angeles County, in the highly urbanized South Bay region. The South Bay consists of the cities and communities of Compton, Gardena, Carson, Redondo Beach, Palos Verdes Estates, Lomita, Rolling Hills Estates, Rancho Palos Verdes, San Pedro, Wilmington, Harbor City, portions of Long Beach, and Torrance.

Communities directly adjacent to Torrance include Rolling Hills Estates and Palos Verdes Estates to the south, Redondo Beach to the east, Gardena and Lawndale to the north, and Carson to the west. The Pacific Ocean forms a small portion of the western border of the City. Interstate 405 (I-405) transects the northern portion of the City, and provides regional access, along with I-110.

PROJECT DESCRIPTION

The proposed project is an update to the City of Torrance General Plan. This update involves a revision to the land use map and a revision to elements required by the State of California and two additional optional elements.

Overall, the proposed general plan proposes increases in the commercial, office and industrial square footage in the City from 60,891,740 square feet to 62,163,571 square feet, or an increase of 1,271,821 square feet. In addition, the number of residential units would increase from 54,476 to 57,536 and the total population would increase from 139,262 to 147,082.

The update of the general plan involves revisions to the current general plan land use map and to elements required by the State of California. The City of Torrance General Plan consists of the land use, circulation and infrastructure, community resources, safety, noise, and housing elements. The project also involves a public outreach program that includes a variety of community-wide and focused public participation components.

- Land Use Element: focuses on the built environment of Torrance, laying out the framework for balancing development with broader community aims.
- Circulation and Infrastructure Element: addresses issues, goals, and policies related to circulation, traffic management, parking management, public transit, walking, biking and trails, and airports. Water supply, wastewater, storm drainage, and utilities are also discussed.
- Community Resources Element: examines both natural resources and the open space and other community resources created, and establishes policies to protect those resources that distinguish and define Torrance. Parks, recreation, open space, community facilities, historic preservation, air quality, water resources and conservation, mineral resources, wildlife protection, energy conservation, aesthetic resources, and sustainable practices are addressed.
- Safety Element: identifies hazards present in the community, defines approaches the City has taken to provide proper planning, and discusses emergency responses available to mitigate the hazards. Emergency services, hazards, flood concerns, and geologic and seismic considerations are discussed.
- Noise Element: identifies community noise concerns and includes policies and programs to minimize noise impacts in Torrance.

A3-2

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2. Response to Comments

September 8, 2009
Mr. Gibson

SCAG No. I20090473

- Housing Element: specifies ways in which the housing needs of existing and future residents can be met. Torrance's housing element is updated every five to six years, pursuant to state law.

The proposed land use plan contains 14 land designations divided into residential, commercial, industrial, and public categories. Land use designations define the amount, type, and nature of future development that is allowed in a given location of the City.

- Residential: Five residential land use designations allow for a range of housing types and densities. The City also permits accessory units and nonresidential uses such as schools, parks, child day care, and religious and charitable organizations in these areas, consistent with state law and the Torrance Municipal Code.
- Commercial: Three commercial land use designations are designed to support business activity and provide tools to help businesses and districts maximize their economic potential. There are distinctions between commercial areas that serve surrounding neighborhoods and areas that serve the region. The largest concentration of commercial development is in the Del Amo Business District, an area along Hawthorne Boulevard bounded by Torrance Boulevard and Sepulveda Boulevard.
- Industrial: Torrance originally incorporated as a "modern industrial city," and industrial uses remain a large part of the City's identity. Large industrial areas include the Central Manufacturing District, and a second industrial district located in the southern portion of the City. A small concentration of industrial uses can also be found in the East Victor precinct.
- Public and Medical: Three land use designations provide for open space, land owned by public agencies and jurisdictions, and land owned by private entities for uses that serve the community, such as utilities.

Seven study areas were identified; however, further analysis revealed that only six of these study areas necessitated land use changes. Altogether, the land use designation changes in the study areas cover less than 1 percent of the total area in the City.

Several of the study areas have been in transition since the adoption of the City's 1992 general plan, and the proposed land use designations reflect land use changes that have occurred since. Land use changes in the study area aim to improve otherwise underused or poorly maintained areas that have not lived up to the potential envisioned in prior general plans.

Study Area 1 – Crenshaw/Amsler

This area consists of approximately 10 acres located at the City's eastern edge. The area is underutilized given its prime location along one of the City's major corridors and its proximity to Torrance Crossroads, a major shopping center. The area contains a mix of older business park and commercial uses.

Study Area 2 – Western Avenue South

Western Avenue forms the City's eastern boundary between Artesia Boulevard and 238th Street, and the study area extends along Western Avenue between Plaza Del Amo and 228th Street. Older offices and industrial and business uses are the predominant land uses along this portion of the Western Avenue corridor. The study area is surrounded on the west, south, and east by residential neighborhoods.

Study Area 3 – Border Avenue

Historically, Border Avenue has supported office and light industrial uses, with several small-lot homes interspersed within. Due to the small lot sizes and the presence of residential uses, the plan to create a business park environment has not been realized. The area is adjacent to a successful industrial district to the east and a residential neighborhood to the west.

A3-2
cont'd.



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Page 3

2. Response to Comments

September 8, 2009
Mr. Gibson

SCAG No. I20090473

Study Area 4 – Western Avenue North

Historical land uses include neighborhood commercial businesses and general commercial uses at major intersections. Issues in this area include the presence of outdated industrial and commercial properties, an influx of newer commercial and residential uses, and a need to develop a clear vision of how the corridor should develop over the next 20 years.

Study Area 5 – Redondo Beach Boulevard

Issues in this study area include the lack of gateways to signify entry to Torrance, shallow parcels, and underutilized commercial properties. The area includes a variety of land uses, including local-serving commercial, regional-service commercial, single-family residential, and institutional.

Study Area 6 – Jefferson/Oak

Historical uses within the study area include business park and heavy industrial. The study area is at the southeast corner of Carson Street and Crenshaw Boulevard, and is bounded by Jefferson Street to the south, and the Burlington Santa Fe railroad to the east.

Study Area 7 – East Victor Precinct

Land use alternatives for this area were proposed; however, they were ultimately withdrawn in acknowledgement that current land uses in this study area functioned effectively. The study area experienced a transition from business park and industrial uses to commercial, residential, and medical use, which provides the city with employment and tax revenue.

Actions required by the Torrance City Council are to certify the General Plan Update EIR and adopt the General Plan.

A3-2
cont'd.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The Draft Environmental Impact Report (DEIR) should reflect the most current SCAG forecasts, which are the 2008 Regional Transportation Plan (RTP) Population, Household and Employment forecasts (adopted May 2008). The forecasts for your region, subregion and city are as follows:

Adopted SCAG Regionwide Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted SBCOG Subregion Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	913,321	934,398	952,278	969,641	986,683	1,002,927
Households	307,091	313,990	319,699	323,897	328,084	331,386
Employment	402,615	408,809	412,765	417,420	422,386	427,141

A3-3

Adopted City of Torrance Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	150,393	152,825	155,464	158,005	160,444	162,772
Households	56,409	57,266	58,170	58,875	59,556	60,116
Employment	107,277	109,092	110,252	111,615	113,071	114,464

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2. Response to Comments

September 8, 2009
Mr. Gibson

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1. The 2008 RTP growth forecast at the regional, subregional, and city levels was adopted by the Regional Council in May 2008.

SCAG Staff Comments:

The DEIR utilizes the final 2008 RTP growth forecasts.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- RTP G1** *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2** *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3** *Preserve and ensure a sustainable regional transportation system.*
- RTP G4** *Maximize the productivity of our transportation system.*
- RTP G5** *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6** *Encourage land use and growth patterns that complement our transportation investments.*
- RTP G7** *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

SCAG Staff Comments:

SCAG staff finds the project generally meets consistency with RTP goals overall. RTP G2, G3, and G7 are not applicable to this project, since it is not a transportation project.

The proposed project generally meets consistency with RTP G1. Mobility pertains to the speed at which one may travel and the delay, or difference between the actual travel time and travel time that would be experienced if a person traveled at the legal speed limit. Accessibility measures how well the transportation system provides people access to opportunities, such as jobs, education, shopping, recreation, and medical care. Per page 5-15.20, five study intersections would be significantly impacted after buildout of the General Plan Update. However, after mitigation measures are applied, Table 5.15-7 (Mitigated Forecast Existing Plus Proposed General Plan Update Conditions AM & PM Peak Hour Intersection LOS), only one intersection would continue to perform at a substandard Level of Service (below D). With regard to accessibility, Circulation and Infrastructure Element Objective 1, outlined in Table 5.9-5 (Consistency with Compass Blueprint Regional Growth Principles), page 5.9-11, discusses integration with the regional transportation network. In addition, several Land Use Element objectives and policies mentioned in Table 5.9-5, such as 7 and 2.6, would promote greater accessibility through land use planning.

The proposed project generally meets consistency with RTP G4. Productivity is a system efficiency measure that reflects the degree to which the transportation system performs during peak demand conditions. Per Table 5.15-7 (Mitigated Forecast Existing Plus Proposed General Plan Update Conditions AM & PM Peak Hour Intersection LOS), one of the significantly impacted intersections would continue to perform at a Level of Service F during the PM peak hour.

The proposed project meets partial consistency with RTP G5. The General Plan Update intends to create a balanced transportation system and encourage the use of public transportation, biking, and walking. However, policies regarding the provision of adequate parking on page 5.15-25 may contradict the promotion of other transportation modes. Also, per page 5.2-26, significant and



A3-3
cont'd.

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unavoidable air quality impacts would occur as it relates to conformance with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan, SCAQMD thresholds for criteria pollutants during both construction and operational phases, and exposure of residential and other sensitive land uses to substantial concentrations of air pollutant emissions.

A3-3
cont'd.

The proposed project meets consistency with RTP G6. As discussed on pages 5.9-36 through 5.9-38, the General Plan Update intends to integrate land use and transportation planning, focus growth along major transportation corridors, and to target new development within walking distance of existing and planned transit stations.

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

- GV P1.1** *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2** *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3** *Encourage transit-oriented development.*
- GV P1.4** *Promote a variety of travel choices*

SCAG Staff Comments:

A3-4

The proposed project generally meets consistency overall with Growth Visioning Principle 1.

The proposed project meets consistency with GV P1.1. As mentioned earlier, the General Plan Update intends to integrate land use and transportation planning, focus growth along major transportation corridors, and to target new development within walking distance of existing and planned transit stations.

The proposed project partially meets consistency with GV P1.2. Per Table 5.12-8 (Local, County, and Regional Jobs-Housing Ratios), the City of Torrance is expected to have a jobs-to-housing ratio of 1.9 by 2030 versus the County and region-wide ratio of approximately 1.3. Relative to the County and the Region, the City would have a much higher proportion of jobs and would require more housing to correct the imbalance.

With regard to GV P1.3, the proposed project meets consistency. As indicated on 5.9-37, the General Plan Update includes "Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations."

The proposed project meets consistency with GV P1.4. One of the goals indicated under the Statement of Objectives on page 3-1 is "To encourage alternative modes of transportation, such as walking, bicycling and transit."

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Principle 2: Foster livability in all communities.

- GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 *Promote developments, which provide a mix of uses.*
- GV P2.3 *Promote "people scaled," walkable communities.*
- GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

SCAG Staff Comments:

The proposed project meets consistency overall with Growth Visioning Principle 2.

The proposed project meets consistency with GV P2.1. Per page 5.9-37, "Infill development and revitalization of older neighborhoods brings vitality back to communities in Torrance. Infill development is encouraged by land use objective LU.13, policies LU.13.1 through LU.13.4, and Housing Policy H.4.4."

With regard to GV P2.2 and P2.3, the proposed project meets consistency. Per page 5.9-37, "The general plan update would maintain and create areas that support mixed-use development, walkability, and a quality of life through the development of neighborhoods and communities that cater to people. The land use element contains a number of policies that encourage the use and development of public space to increase interaction and with design policies that improve way-finding and the visual character of neighborhoods. The community resources element also has a number of policies to improve the aesthetics and accessibility of public spaces. Examples of policies that would encourage this are land use objective LU.9, land use policies LU.9.1 through LU.9.5, LU.11.4, LU.11.5, and LU.11.7. Community resources element objectives CR.1 through CR.5 and their respective policies also guide development to improve the quality and use of public spaces."

The proposed project meets consistency with GV P2.4. Per page 5.9-37, "Torrance has a large percentage of land dedicated to single-family residential units. Nearly 40 per cent of all land use (not including rights-of-way) is designated as low-density residential. Most of these areas are located west, north, and south of the Torrance Airport and major industrial areas. The preservation of these areas would be encouraged by the City and enhanced through neighborhood revitalization efforts, supported by land use objective LU.5, housing objective H.4, land use policies LU.5.1 through policy LU.5.7, and housing policies H.4.1, H.4.2, and H.4.4."

A3-5



Principle 3: Enable prosperity for all people.

- GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 *Support educational opportunities that promote balanced growth.*
- GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 *Encourage civic engagement.*

SCAG Staff Comments:

Where sufficient information is provided in the Draft EIR, the proposed project meets consistency with Growth Visioning Principle 3.

With regard to GV P3.1, the proposed project meets consistency. Table 5.9-5 (Consistency with Compass Blueprint Regional Growth Principles), on page 5.9-26, mentions Housing Element objectives 1, 2, and 5 which support this principle.

The proposed project meets consistency with GV P3.2. Per Table 5.9-5 (Consistency with

A3-6

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Compass Blueprint Regional Growth Principles), on page 5.9-27, Community Resources Element objectives 8 through 11 support this principle.

With regard to GV P3.3, SCAG staff is unable to determine whether the proposed project meets consistency, based on information provided in the Draft EIR.

The proposed project meets consistency with GV P3.4. Per Table 5.9-5 (Consistency with Compass Blueprint Regional Growth Principles), on page 5.9-30, Land Use Element objective 12 supports this principle.

A3-6
cont'd.

With regard to GV P3.5, the proposed project meets consistency. Table 5.9-5 (Consistency with Compass Blueprint Regional Growth Principles), on page 5.9-30, Community Resources Element policies 9.2 and 13.6 support this principle.

Principle 4: Promote sustainability for future generations.

GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*

GV P4.2 *Focus development in urban centers and existing cities.*

GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*

GV P4.4 *Utilize "green" development techniques*

SCAG Staff Comments:

The proposed project meets consistency with Growth Visioning Principle 4.

The proposed project meets consistency with GV P4.1. Per Table 5.9-5 (Consistency with Compass Blueprint Regional Growth Principles), on page 5.9-30, Community Resources Element objectives 1, 2, 3, 4, 5, and 8 support this principle.

A3-7

As mentioned previously, under Growth Visioning Principle 2, the proposed project may be characterized as an infill development and therefore meets consistency with GV P4.2.

The proposed project meets consistency with GV P4.3. Per Table 5.9-5 (Consistency with Compass Blueprint Regional Growth Principles), on page 5.9-33, Community Resources Element objectives 13, 14, and 23 support this principle.

With regard to GV P4.4, the proposed project meets consistency. Per Table 5.9-5 (Consistency with Compass Blueprint Regional Growth Principles), on page 5.9-36, Community Resources Element objective 24 supports this principle.

CONCLUSION

Overall, the proposed project generally meets consistency with SCAG Regional Transportation Plan Goals and Growth Visioning Principles.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here:
http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf

A3-8

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When a project is of statewide, regional, or areawide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available, in accordance with CEQA, Public Resource Code Section 21018.7, and CEQA Guidelines Section 15097 (g).

A3-8
cont'd.



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2. Response to Comments

A3. Response to Comments from Southern California Association of Governments, dated September 8, 2009.

- A3-1 This comment indicates that SCAG reviewed the DEIR and has determined that the proposed project is regionally significant.
- A3-2 This comment provides an overview of the project description. No response is necessary.
- A3-3 The General Plan Update EIR is a program level document that analyzes the impacts of the proposed General Plan Update through buildout of the City. The anticipated impacts of the project on population, households and employment for the City of Torrance over buildout are discussed in Section 5 of the DEIR. Additional comments are hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration. No additional comment is necessary.
- A3-4 Comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration. No additional comment is necessary.
- A3-5 Comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration. No additional comment is necessary.
- A3-6 Comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration. No additional comment is necessary.
- A3-7 Comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration. No additional comment is necessary.
- A3-8 Comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration. No additional comment is necessary.



2. Response to Comments

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2. Response to Comments

LETTER R1 – Leilani Kimmel-Dagostino(1 page)

Page 1 of 1

From: Cutting, Rebecca [RCutting@TorranceCA.gov]
Sent: Tuesday, August 11, 2009 9:54 AM
To: Jamie Thomas
Subject: FW: D-EIR for City's Proposed General Plan Update

More public comments on the D-EIR.....thanks!

Rebecca Cutting
Planning Associate | Community Development Department
City of Torrance | 3031 Torrance Blvd | Torrance CA 90503 | 310.618.5990 voice | 310.618.5829 fax | RCutting@TorranceCA.Gov | www.TorranceCA.Gov

From: LEILANIKD@aol.com [mailto:LEILANIKD@aol.com]
Sent: Sunday, August 09, 2009 9:05 AM
To: Cutting, Rebecca
Subject: D-EIR for City's Proposed General Plan Update

Hi Ms. Cutting:

I was at the Katy Geissert Library over the weekend reviewing the D-EIR for City's Proposed General Plan Update and I had a couple of questions about it.

How often is this Report done? The reason I ask is that it seems to me that there is an inverse relationship between population growth and development and the 3 proposals reflect this. Since there is a new census coming in 2010, wouldn't it be premature to make a decision without the most recent census count for Torrance? This D-EIR is based on data from the last census 10 years ago with a projection for growth based on linear projected growth figures of that data. With the current macroeconomic environment, people leaving California, and a lowered birth rate, I don't think the recommended Mixed-Use Development option is a viable option.

I'm just trying to get some perspective on this and would appreciate your help.

Regards,
Leilani A. Kimmel-Dagostino, MBA, RFC
Torrance Commission on Aging - Chairman
Torrance CERT - Disaster Service Worker
Torrance Strategic Plan Committee - Transportation
Torrance 2010 Census Complete Count Committee

R1-1



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2. Response to Comments

R1. Response to Comments from Leilani Kimmel-Dagostino, dated August 9, 2009.

R1-1 Every city and county in California is required to adopt a general plan and update the plan at regular intervals. The purpose of the general plan is to anticipate and plan for “the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (California Government Code §65300). While there is no mandated time period in which the General Plan needs to be updated, most cities update their plans every 15-20 years, or after experiencing substantial growth or changes.

It is assumed that the commenter is referring to the alternatives analysis when discussing the “3 proposals”. CEQA Guidelines Section 15126.6 advises that a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant impacts of the project be described. A reasonable range of alternatives is discussed in Section 7 of the DEIR.

While 2010 is a Census year, the information received during the census will not be available until 2012. The population information and projections used in the General Plan and EIR come from the most up to date sources available at time of preparation.

Your comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration. No additional response is necessary.



2. Response to Comments

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2. Response to Comments

LETTER R2 – Thomas Rische (1 page)

Page 1 of 1

From: Cutting, Rebecca [RCutting@TorranceCA.gov]
Sent: Thursday, September 10, 2009 8:10 AM
To: Jamie Thomas
Subject: FW: Comments from Traffic Commissioner Rische on GP-DEIR

Jamie, here are some additional comments from one of the Traffic Commissioners. This will conclude the comments. Thanks. –Rebecca

Hi All,

Commissioner Rische may be sending his comments via email, but in case he does not, these were his comments from last night:

- Legend on Figure 3-3 (page 3-11) is illegible, please modify; | R2-1
- Color schemes hard to follow between Figures 3-3 and 3-4, can you modify or identify changes/differences; | R2-2
- Should there be a reference to the negotiations occurring between the City and Caltrans on the potential relinquishment of both PCH and Hawthorne boulevards. | R2-3

Thanks,
Ted

Ted Semaan
Division Manager – Community Development Department
City of Torrance | 3031 Torrance Blvd. | Torrance, CA 90503 | 310.618.5990 | 310.618.5829 fax |
TSemaan@TorranceCA.Gov | www.TorranceCA.Gov



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2. Response to Comments

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2. Response to Comments

R2. Response to Comments from Thomas Rische, dated September 10, 2009.

- R2-1 The graphic in question is taken from the current 1993 General Plan and is unable to be modified, however, your comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration.
- R2-2 The graphics in question are derived from the General Plan and are not related to the EIR, however, your comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration.
- R2-3 This discussions between the City and Caltrans regarding the potential relinquishment of Pacific Coast Highway and Hawthorne Boulevard are do not relate to and are not affected by the proposed General Plan and are therefore not discussed in the EIR. However, your comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration.



2. Response to Comments

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2. Response to Comments

LETTER R3 – Jose Santome (3 pages)

August 3, 2009

Ted Semaan, Manager
City of Torrance
Transportation Planning
Development Engineering & Records Division

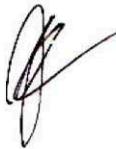
Dear Ted;

I have reviewed the compact disc sent by your office, which contains the “Draft Environmental Impact Report” (EIR) for the City of Torrance General Plan Update. I wish to have the below listed questions and comments entered into the record to the review of the draft EIR. Also, I intend to cover ask these questions and provide these comments during tonight’s Traffic Commission meeting.

I realize that this letter is sent with short notice; however, I wanted to provide you with written questions prior to tonight’s meeting to afford your staff time (though admittedly short) to research my questions and comments. Some of the comments or questions may not be clear, I will clarify and expand my comments and questions during the meeting tonight.

Please include this letter with the comments and questions as part of the meeting materials for tonight’s agenda under Item 7(a.) to help avoid any redundancy in questions or comments from my fellow commissioners.

Sincerely,



JOSE SANTOME, Commissioner
City of Torrance Traffic Commission



2. Response to Comments

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**COMMENTS and QUESTIONS about
“DRAFT ENVIRONMENTAL IMPACT REPORT”
for the City of Torrance General Plan Update**

PAGE 2-5	FINAL EIR CERTIFICATION <ul style="list-style-type: none">• Do our oral questions count? If not, we should have been asked to write them down to conform to the process.• When is the final public hearing?	R3-1
PAGE 5.15.3	MISSING DEFINITIONS <ul style="list-style-type: none">• Define “HCM”, “ICU”, and “LOS”	R3-2
PAGE 5.15-10	BICYCLE MASTER PLAN <ul style="list-style-type: none">• Where is the BMP?• Traffic Commission has not seen/ discussed BMP.• How is, TMC ordinance 3871, bike ridership “encouraged” policy in action?	R3-3
PAGE 5.15-11	TABLE 5.15-2 <ul style="list-style-type: none">• LOS/HCM• F= 33• E= 31/78/97	R3-4
PAGE 5.15-14	PROPOSED GENERAL PLAN LAND USE <ul style="list-style-type: none">• Why a different category for Hospital?• Isn't it a Business? Who made this determination?• What about government facilities? City/County/State owned & operated facilities in the City?	R3-5
PAGE 5.15-15	Tables 5.15-4 & 5.15-3 <ul style="list-style-type: none">• <i>Explanation from Staff</i>• <i>Tables are confusing, unclear</i>	R3-6

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**COMMENTS and QUESTIONS about
“DRAFT ENVIRONMENTAL IMPACT REPORT”
for the City of Torrance General Plan Update**

PAGE 5.15-16	TABLE 5.15-6 <ul style="list-style-type: none"> • Intersections 8/23/33/49/50 • Explain existing conditions & reasons 	R3-7
PAGE 5.15-21	TABLE 5.15-6 <ul style="list-style-type: none"> • Contains: “Intersection/ Required Improvements: • Add: “Cost of Improvement/ EIR of Improvements” 	R3-8
PAGE 5.15-23	IMPACT 5.15-3 PARKING <ul style="list-style-type: none"> • What about Government facilities? 	R3-9
	IMPACT 5.15-5 POLICY <ul style="list-style-type: none"> • What programs specifically? • Where is the visibility of policy (philosophy) in action? 	R3-10
PAGE 5.15-25	RELEVANT GENERAL PLAN UPDATE POLICIES/ CIRCULATION ELEMENT MULTI STORY PARKING POLICY (C1.5.3) <ul style="list-style-type: none"> • Residential & commercial projects should require multi story parking (even if subterranean) to alleviate parking shortage. PROMOTE THE USE OF ELECTRIC OR SIMILAR POWERED VEHICLES (Policy C1.8.9) <ul style="list-style-type: none"> • What about City owned/leased vehicles? • Where is the visibility of policy (philosophy) in action? 	R3-11



2. Response to Comments

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2. Response to Comments

R3. Response to Comments from Jose Santome, dated August 3, 2009.

- R3-1 Oral comments received at public hearings are taken into consideration, and written comments were requested during the 45-day public review period. The final public hearing for the proposed project is scheduled for November 10, 2009; however that is subject to change. The City has, and will continue to properly notice all hearings.
- R3-2 An explanation of HCM methodology is currently described on page 5.15-3, last paragraph. Per the commenter's request, page 5.15-3 as been amended as follows:

Methodology

The City of Torrance requires significant impacts to be determined based on the *HCM* analysis; the *ICU* analysis (which describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions)) is provided for informational purposes only, and is available in the appendix.

To determine whether the addition of project-generated trips at a study intersection results in a significant impact, the City of Torrance has established the following thresholds of significance:

- A significant project-related impact occurs at a study intersection if the addition of project-generated trips reduces the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F) based on the *HCM* methodology; or
- A significant impact occurs at a study intersection if the addition of project generated trips increases the delay at an intersection already operating at a deficient LOS (LOS E or F) based on the *HCM* methodology.

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the type of traffic control and delay experienced at the intersection.

- R3-3 The commenter is referring to the City's Bicycle Master Plan, which, though mentioned for informational purposes in the DEIR, is not related to the DEIR. However, your comments are hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration.
- R3-4 It is unclear what the commenter's statement or question is, however, your comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration.



2. Response to Comments

- R3-5 Although not related to the DEIR, your comments are hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration.
- R3-6 Tables 5.15-3 and 5.15-4 are presenting the calculations used to determine the trip generation of the proposed general plan update and the total trips generated, as described on page 5.15-15.
- R3-7 It is believed the commenter is referring to Table 5.15-5. It is unclear what the commenter's question or statement concerning the first bullet point is. Existing conditions refers to the conditions existing at the time the NOP is released, which in this case was November 12, 2008.
- R3-8 The required intersection improvements discussed in Table 5.15-6 must be completed within the General Plan horizon, which is the year 2030. It is anticipated that improvements identified in the Circulation Element will be implemented throughout the planning period as development occurs. The cost of improvements has not been calculated as part of the General Plan Update effort.
- R3-9 As stated in Impact 5.15-3, "The Torrance Municipal Code requires that parking be provided for all uses on a site. These regulations apply to all new developments and may be applied to existing uses that are modified or expanded."
- R3-10 Although not related to the DEIR, your comments are hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration.
- R3-11 Although not related to the DEIR, your comments are hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration.

2. Response to Comments

LETTER R4 – Dave Sargent (2 pages)

Page 1 of 2

From: Semaan, Ted
Sent: Tuesday, August 04, 2009 12:52 PM
To: Chun, Carolyn; Cutting, Rebecca; Joe, Kevin; Martos, Marina; Sakamoto, Henry
Subject: FW: My Comments on the Draft EIR
For our files, comments from Traffic Commissioner Dave Sargent on the GP-EIR. Thanks, Ted.

From: Dave Sargent [mailto:dave.sargent@verizon.net]
Sent: Tuesday, August 04, 2009 11:58 AM
To: Semaan, Ted
Subject: My Comments on the Draft EIR

Ted,

Here are the comments I made last night, perhaps in a more organized order and some augmentation.

Page x: please add the following to the list of acronyms:

- DEIR = draft environmental report
- du/ac = dwelling units per acre
- ICU =

Page 3-2: Table 3-1 shows footnote markings in the column headings yet there are no footnotes. Please supply same.

Page 5.15-9: I didn't think of this last evening but the statements made on this page don't say much of value. In particular is there any way one or more of these services could be expanded to mitigate some of the LOS E and F intersections 5.15-5 to LOS D or better. In other words, is there a lower cost alternative to modifying intersections?
(I realize this is probably the wrong document for this but it would be nice to know, particularly if the answer were, "No, augmenting public transport won't do the job.")

Page 5.15-20: I like the way the intersections are numbered (e.g., in Table 15-2 or Table 15-5) and suggest the numbers are carried over to the two lists of bullets on this page. It makes it much easier for a layman to follow the reasoning (which, by the way, I found to be quite sound.) Also, between the two sets of bullets I suggest adding to the existing sentence, "... because the LOS at the other three intersections either improve or remains virtually unchanged when the Project is implemented." (or words to that effect).

Page 5.15-21: In Table 5.15-6 the wording under "Required Improvements" for the Crenshaw/PCH intersection is unclear. It can't possibly mean, "Preclude East-West traffic on PCH" and yet ... Please have them reword this.

Page 5.15-22: For ease in understanding by the reader, I suggest adding a footnote to Table 5.15-7 for the Intersection 33 (Crenshaw/PCH) entry explaining that to raise the LOS from F to D or higher would take widening but that Caltrans controls this intersection.

Page 5.15-26: The bullets under the "Impact 5.15-1" statement just repeat the content of Table 5.15-6. For brevity I suggest modifying the second sentence to read, "The improvements identified in Table 5.15-6 ... general plan." By leaving out the word "following" the five bullets can be deleted.

Since the discussion of Intersections 8, 23, 33, 49 and 50 is so important, I suggest including the diagrams (found in Appendix J, Exhibits 16, 18, 21 and 22) showing existing Intersection/roadway

R4-1
R4-2
R4-3
R4-4
R4-5
R4-6
R4-7
R4-8

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2. Response to Comments

geometry for just those intersections directly after Table 5-15-6. Again, this suggestion is made to help the lay reader understand what's happening.

R4-8
cont'd.

Overall, I think the document (at least as far as I have reviewed it - Chapters 1-4, 5.15, 6-13 and Appendix J) does an admirable job of evaluating the environmental impact of the general plan update, stating the required mitigations and explaining the rationale for the analysis.

R4-9

Dave

2. Response to Comments

R4. Response to Comments from Dave Sargent, dated August 4, 2009.

R4-1 Per the commenter’s request, the following acronyms will be added to the *Abbreviations and Acronyms* section of Chapter 00:

DEIR _____ Draft Environmental Impact Report

Du/ac _____ Dwelling units per acre

ICU _____ Intersection Capacity Utilization

R4-2 Per the commenter’s request, Table 3-1 has been modified and all footnote references have been removed.

**Table 3-1
Residential Buildout Estimates
Current General Plan**

<i>Land Use Designation</i>	<i>Estimated Density (du/acre)</i>	<i>Acres</i>	<i>Dwelling Units</i>	<i>Persons per Household</i>	<i>Population</i>
Residential					
Low Density	6.8	3,998	27,189	2.63	69,506
Low Medium Density	13.5	426	5,751	2.63	14,702
Medium Density	21.00	591	12,401	2.63	31,700
Medium High/High Density	33.00	262	8,643	2.63	22,094
High Density	45.00	5	207	2.63	529
General Commercial			14		36
Commercial Center			272		695
Subtotal		5,252	54,476		139,262

Source: 1992 General Plan, 1996 General Plan Land Use Map and subsequent amendments as incorporated in GIS database/mapping developed by Dudek for the City (2005)



R4-3 The description of public transportation available to Torrance residents found on pages 5.15-9 and 10 is primarily for informational purposes. The expansion of these services is not proposed as part of the General Plan Update, and is therefore not analyzed in the Traffic Impact Analysis. However, your comments are hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration.

R4-4 Per the commenter’s suggestion, Page 5.15-20 has been revised as follows:

The following eight study intersections are forecast to operate at a deficient LOS (LOS E or below) according to agency performance criteria for forecast existing plus proposed general plan update conditions during one or both peak hours, utilizing HCM methodology:

- 8. Anza Avenue/Sepulveda Boulevard (PM peak hour only)
- 23. Crenshaw Boulevard/190th Street (PM peak hour only)

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- 31. Crenshaw Boulevard/Lomita Boulevard (PM peak hour only)
- 33. Crenshaw Boulevard/Pacific Coast Highway (SR-1) (PM peak hour only)
- 49. Hawthorne Boulevard (SR-107)/Sepulveda Boulevard (PM peak hour only)
- 50. Hawthorne Boulevard (SR-107)/Lomita Boulevard (PM peak hour only)
- 83. Prairie Avenue/Redondo Beach Boulevard (PM peak hour only)
- 97. Western Avenue (SR-213)/Sepulveda Boulevard (PM peak hour only)

Based on agency-established thresholds of significance, the proposed general plan update is forecast to result in a significant impact at the following five study intersections utilizing HCM methodology because the LOS at the remaining intersections listed above would either improve or remain primarily unchanged with implementation of the proposed project:

- 8. Anza Avenue/Sepulveda Boulevard
- 23. Crenshaw Boulevard/190th Street
- 33. Crenshaw Boulevard/Pacific Coast Highway (SR-1)
- 49. Hawthorne Boulevard (SR-107)/Sepulveda Boulevard
- 50. Hawthorne Boulevard (SR-107)/Lomita Boulevard

R4-5 Due to the commenter's observation, it was discovered that a word was unintentionally left out of the third required improvement in Table 5.15-6, which will be modified as follows:

Crenshaw Boulevard/Pacific Coast Highway (SR-1)

Modify the northbound Crenshaw Boulevard traffic signal phasing to include a northbound right-turn overlap, which will preclude U-turn movement from westbound to eastbound Pacific Coast Highway (SR-1).

2. Response to Comments

R4-6 Per the commenter’s suggestion, Table 5.15-7 was modified as follows:

**Table 5.15-7
Mitigated Forecast Existing Plus Proposed General Plan Update Conditions
AM & PM Peak Hour Intersection LOS**

Study Intersection	Existing Without Project Conditions				Mitigated Forecast Existing Plus Proposed General Plan Update Conditions				Significant Impact
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Delay – LOS	D	Delay - LOS	D	Delay – LOS	D	Delay - LOS	D	
8. Anza Avenue/Sepulveda Blvd (Area 6)	48.7	D	54.8	D	45.3	D	53.6	D	No
23. Crenshaw Blvd/190 th St (Area 4)	39.7	D	49.4	D	37.3	D	44.7	D	No
33. Crenshaw Blvd/Pacific Coast Hwy (SR-1) (Area 10)	52.0	D	104.3	F	40.3	D	92.4	F	No
49. Hawthorne Blvd (SR-107)/Sepulveda Blvd (Area 6)	39.4	D	50.4	D	38.6	D	41.5	D	No
50. Hawthorne Blvd (SR-107)/Lomita Blvd (Area 9)	40.1	D	48.5	D	39.1	D	41.9	D	No

Notes:

1. Delay shown in seconds per vehicle; deficient intersection operation shown in **bold italics**; significant impact shown in **bold**.
2. Pacific Coast Highway is a Caltrans facility, and not under the jurisdiction of the City of Torrance.

R4-7 Your comment is hereby noted, however, CEQA requires that all information must be included in the mitigation measure including timing, responsibility, and required actions. As a result, the requested changes have not been made.

R4-8 The City believes the figure provided in the appendix is adequate to relay the information to the lay reader. However, your comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration. No additional response is necessary.

R4-9 Comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Torrance decision-makers for their review and consideration. No additional response is necessary.



2. Response to Comments

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3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the DEIR. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the DEIR. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR.

Pages xi-xiii, Abbreviations and Acronyms, has been updated in response to Comment R4-1, from Dave Sargent.

DEIR Draft Environmental Impact Report

Du/ac Dwelling units per acre

ICU Intersection Capacity Utilization

Table 3-1, Page 3-2, Section 3, Project Description, has been updated in response to Comment R4-2, from Dave Sargent.



**Table 3-1
Residential Buildout Estimates
Current General Plan**

<i>Land Use Designation</i>	<i>Estimated Density (du/acre)</i>	<i>Acres</i>	<i>Dwelling Units</i>	<i>Persons per Household</i>	<i>Population</i>
Residential					
Low Density	6.8	3,998	27,189	2.63	69,506
Low Medium Density	13.5	426	5,751	2.63	14,702
Medium Density	21.00	591	12,401	2.63	31,700
Medium High/High Density	33.00	262	8,643	2.63	22,094
High Density	45.00	5	207	2.63	529
General Commercial			14		36
Commercial Center			272		695
Subtotal		5,252	54,476		139,262

Source: 1992 General Plan, 1996 General Plan Land Use Map and subsequent amendments as incorporated in GIS database/mapping developed by Dudek for the City (2005)

3. Revisions to the Draft EIR

Page 5.15-3, Section 5.15, Transportation and Traffic, has been updated in response to Comment R3-2, from Jose Santome.

Methodology

The City of Torrance requires significant impacts to be determined based on the *HCM* analysis; the *ICU* analysis (which describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions)) is provided for informational purposes only, and is available in the appendix.

To determine whether the addition of project-generated trips at a study intersection results in a significant impact, the City of Torrance has established the following thresholds of significance:

- A significant project-related impact occurs at a study intersection if the addition of project-generated trips reduces the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F) based on the *HCM* methodology; or
- A significant impact occurs at a study intersection if the addition of project generated trips increases the delay at an intersection already operating at a deficient LOS (LOS E or F) based on the *HCM* methodology.

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the type of traffic control and delay experienced at the intersection.

Page 5.15-20, Section 5.15, Transportation and Traffic, has been updated in response to Comment R4-4, from Dave Sargent.

The following eight study intersections are forecast to operate at a deficient LOS (LOS E or below) according to agency performance criteria for forecast existing plus proposed general plan update conditions during one or both peak hours, utilizing HCM methodology:

- 8. Anza Avenue/Sepulveda Boulevard (PM peak hour only)
- 23. Crenshaw Boulevard/190th Street (PM peak hour only)
- 31. Crenshaw Boulevard/Lomita Boulevard (PM peak hour only)
- 33. Crenshaw Boulevard/Pacific Coast Highway (SR-1) (PM peak hour only)
- 49. Hawthorne Boulevard (SR-107)/Sepulveda Boulevard (PM peak hour only)
- 50. Hawthorne Boulevard (SR-107)/Lomita Boulevard (PM peak hour only)
- 83. Prairie Avenue/Redondo Beach Boulevard (PM peak hour only)
- 97. Western Avenue (SR-213)/Sepulveda Boulevard (PM peak hour only)

Based on agency-established thresholds of significance, the proposed general plan update is forecast to result in a significant impact at the following five study intersections utilizing HCM methodology because the LOS at the remaining intersections listed above would either improve or remain primarily unchanged with implementation of the proposed project:

- 8. Anza Avenue/Sepulveda Boulevard

3. Revisions to the Draft EIR

- 23. Crenshaw Boulevard/190th Street
- 33. Crenshaw Boulevard/Pacific Coast Highway (SR-1)
- 49. Hawthorne Boulevard (SR-107)/Sepulveda Boulevard
- 50. Hawthorne Boulevard (SR-107)/Lomita Boulevard

Page 5.15-21, Table 5.15-6, Section 5.15, Transportation and Traffic, has been updated in response to Comment R4-5, from Dave Sargent.

**Table 5.15-6
Required Intersection Improvements**

<i>Intersection</i>	<i>Required Improvements</i>
Anza Avenue/Sepulveda Boulevard	Widen eastbound Sepulveda Boulevard approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.
Crenshaw Boulevard/190 th Street	Widen the westbound Crenshaw Boulevard approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.
Crenshaw Boulevard/Pacific Coast Highway (SR-1)	Modify the northbound Crenshaw Boulevard traffic signal phasing to include a northbound right-turn overlap, which will preclude <u>U-turn</u> movement from westbound to eastbound Pacific Coast Highway (SR-1).
Hawthorne Boulevard (SR-107)/Sepulveda Boulevard	Modify the northbound Hawthorne Boulevard (SR-107) traffic signal phasing to include a northbound right-turn overlap, which will preclude U-turn movement from westbound to eastbound Sepulveda Boulevard.
Hawthorne Boulevard (SR-107)/Lomita Boulevard	Modify the westbound Lomita Boulevard traffic signal phasing to include a westbound right-turn overlap, which will preclude U-turn movement from southbound to northbound Hawthorne Boulevard (SR-107)



3. Revisions to the Draft EIR

Page 5.15-22, Table 5.15-7, Section 5.15, Transportation and Traffic, has been updated in response to Comment R4-6, from Dave Sargent.

**Table 5.15-7
Mitigated Forecast Existing Plus Proposed General Plan Update Conditions
AM & PM Peak Hour Intersection LOS**

Study Intersection	Existing Without Project Conditions				Mitigated Forecast Existing Plus Proposed General Plan Update Conditions				Significant Impact
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Delay – LOS		Delay - LOS		Delay – LOS		Delay - LOS		
8. Anza Avenue/Sepulveda Blvd (Area 6)	48.7	D	54.8	D	45.3	D	53.6	D	No
23. Crenshaw Blvd/190 th St (Area 4)	39.7	D	49.4	D	37.3	D	44.7	D	No
33. Crenshaw Blvd/Pacific Coast Hwy (SR-1) (Area 10)	52.0	D	104.3	F	40.3	D	92.4	F	No
49. Hawthorne Blvd (SR-107)/Sepulveda Blvd (Area 6)	39.4	D	50.4	D	38.6	D	41.5	D	No
50. Hawthorne Blvd (SR-107)/Lomita Blvd (Area 9)	40.1	D	48.5	D	39.1	D	41.9	D	No

Notes:

1. Delay shown in seconds per vehicle; deficient intersection operation shown in **bold italics**; significant impact shown in **bold**.

2. Pacific Coast Highway is a Caltrans facility, and not under the jurisdiction of the City of Torrance.

Page 5.16-11, Section 5.16, Utilities and Service Systems, has been updated in response to Comment A2-1, from the Los Angeles County Sanitation District.

...Wastewater generated in the City is transported to the JWPCP in Carson, which has current wastewater flows of about ~~320~~ 288.2 MGD (322,825), a maximum design flow of ~~385~~ 400 mgd (431,255 448,056 afy), and a maximum design peak flow of 540 mgd (604,878 afy). The design capacity of the JWPCP is thus about ~~65~~ 111.8 mgd greater than the facility's current wastewater flows....

Figure 5.8-3, Flood Hazards, Section 5.8, Hydrology and Water Quality, has been updated since the release of the DEIR, and is shown in Appendix A of this document.

Figures 5.15-1 Roadway Classification Map ,5.15-2 Torrance Transit System, 5.15-3 Bikeway Master Plan, and 5.15-4 Truck and Rail Routes, Section 5.15, Transportation and Traffic, have been updated since the release of the DEIR, and are shown in Appendix A of this document.

Appendix A. Updated Figures



Appendices

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5. Environmental Analysis

Flood Hazards



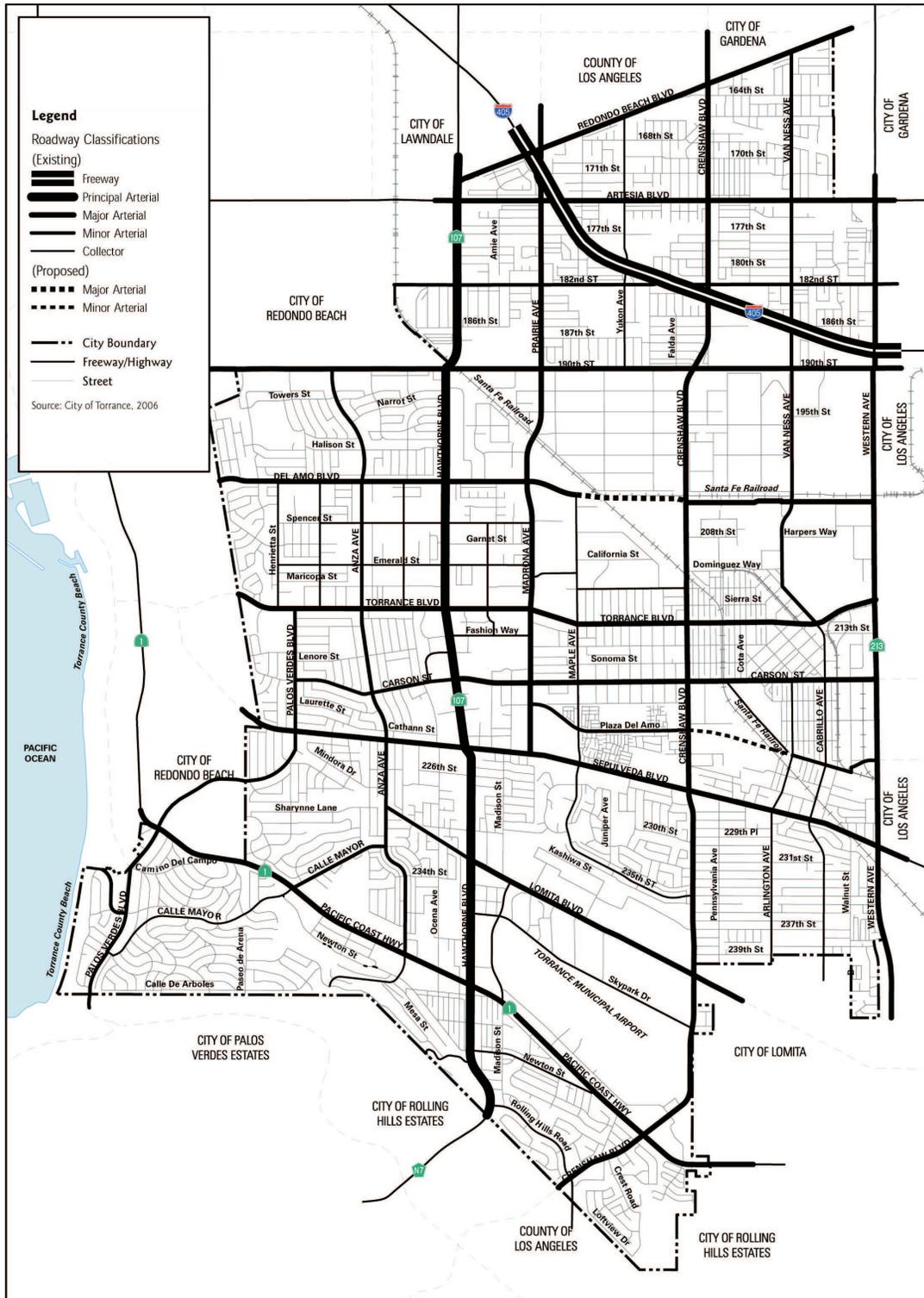
Source: ECI 2005

City of Torrance General Plan Update Draft EIR

The Planning Center • Figure 5.8-3

5. Environmental Analysis

Roadway Classification Map



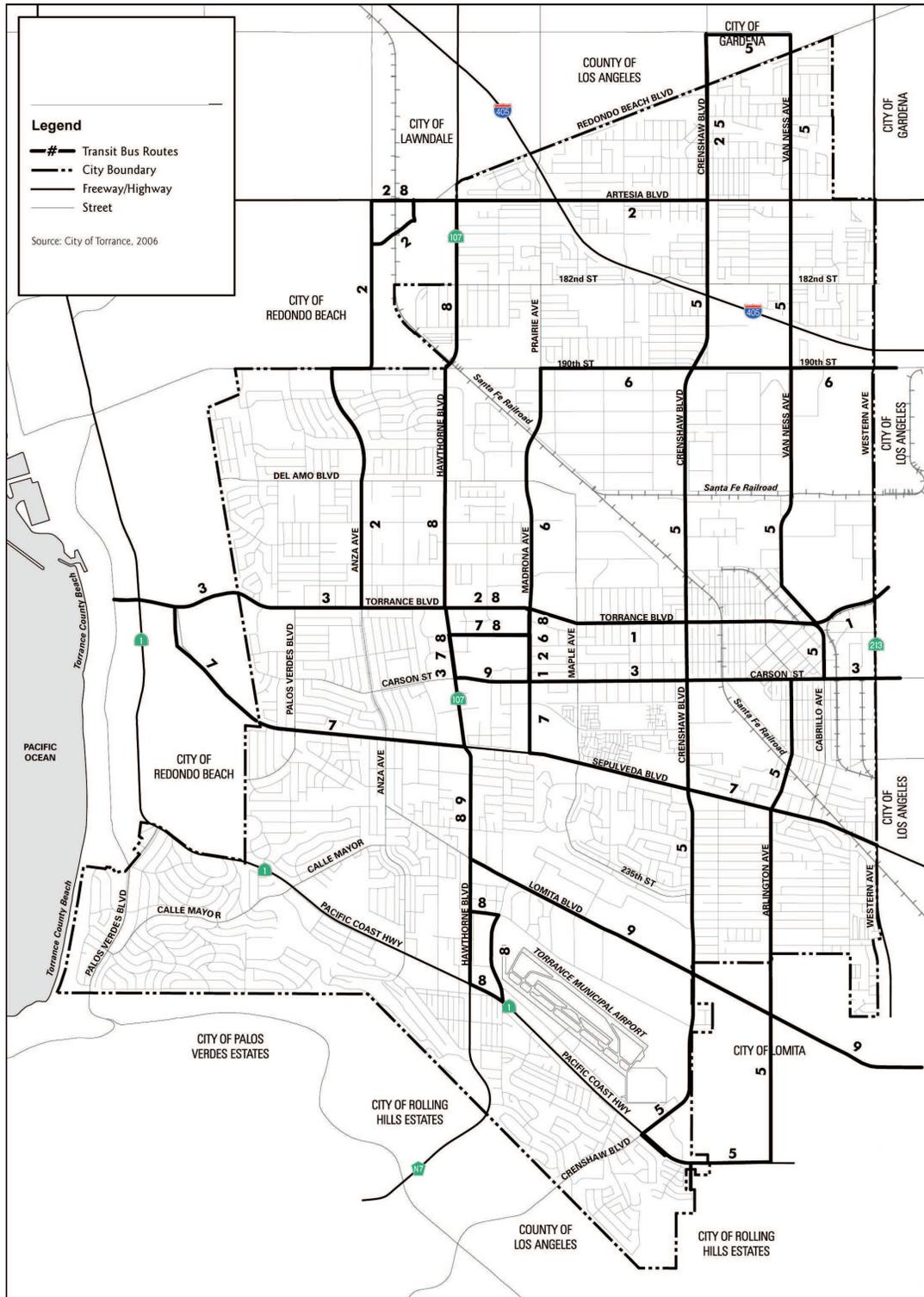
Source: Torrance General Plan 2005

City of Torrance General Plan Update Draft EIR

The Planning Center • Figure 5.15-1

5. Environmental Analysis

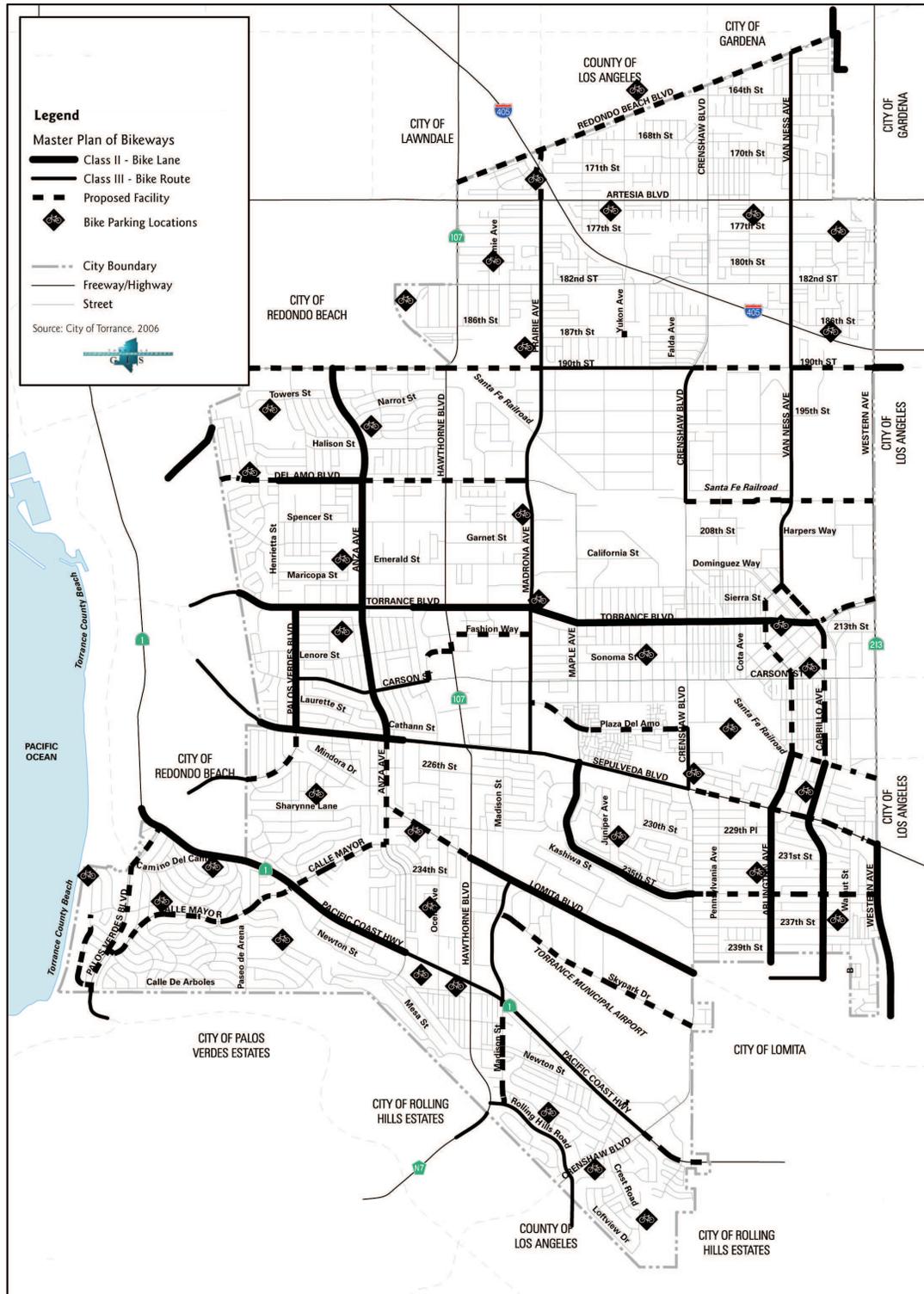
Torrance Transit System



Source: Torrance General Plan 2005

5. Environmental Analysis

Bikeway Master Plan



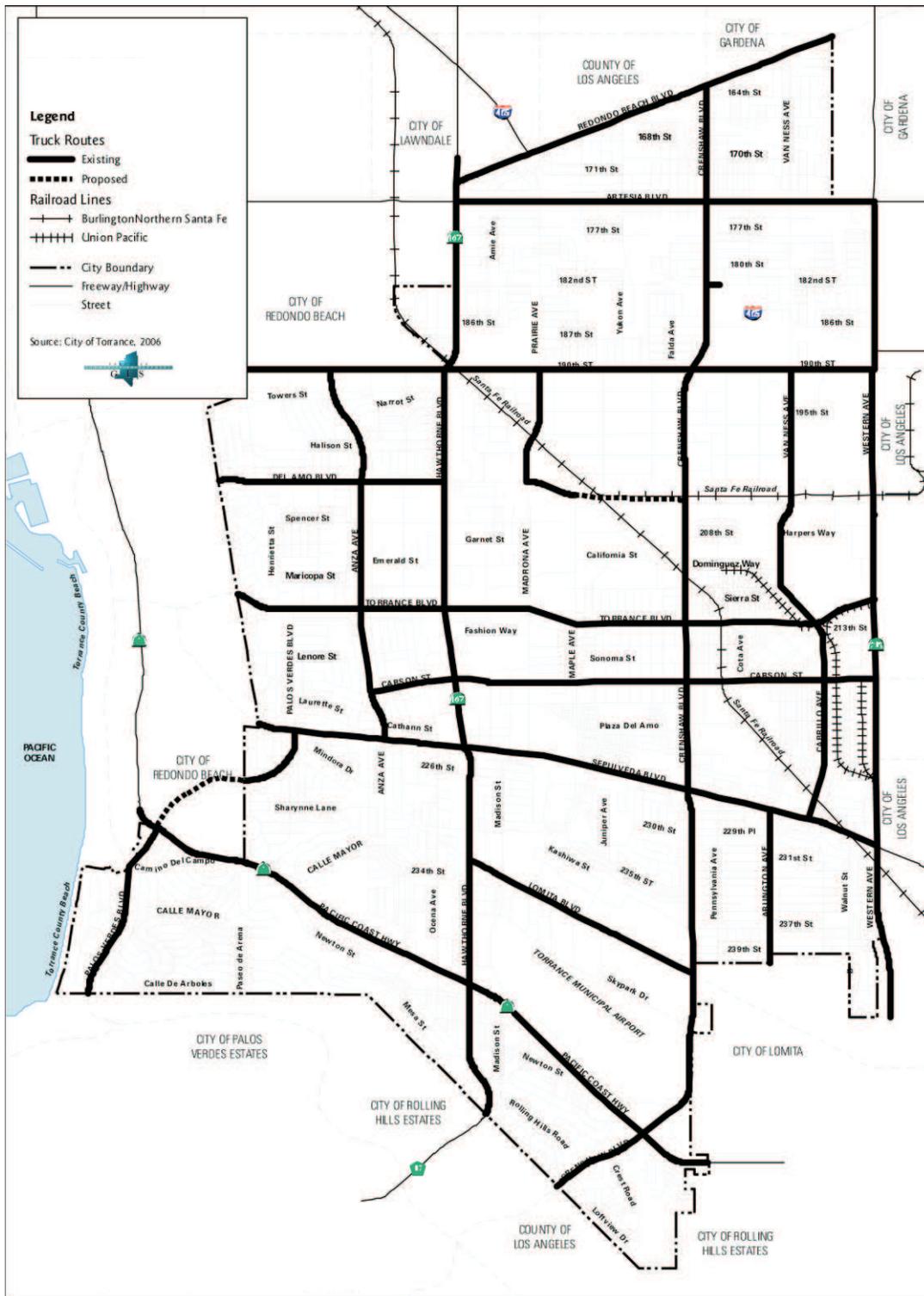
Source: Torrance General Plan 2005

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The Planning Center • Figure 5.15-3

5. Environmental Analysis

Truck and Rail Routes



Source: Torrance General Plan 2005

City of Torrance General Plan Update Draft EIR

The Planning Center • Figure 5.15-4

